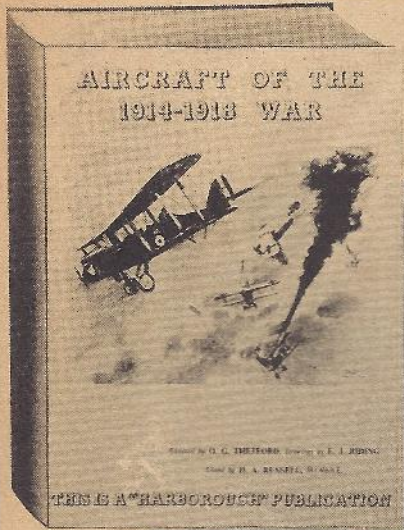


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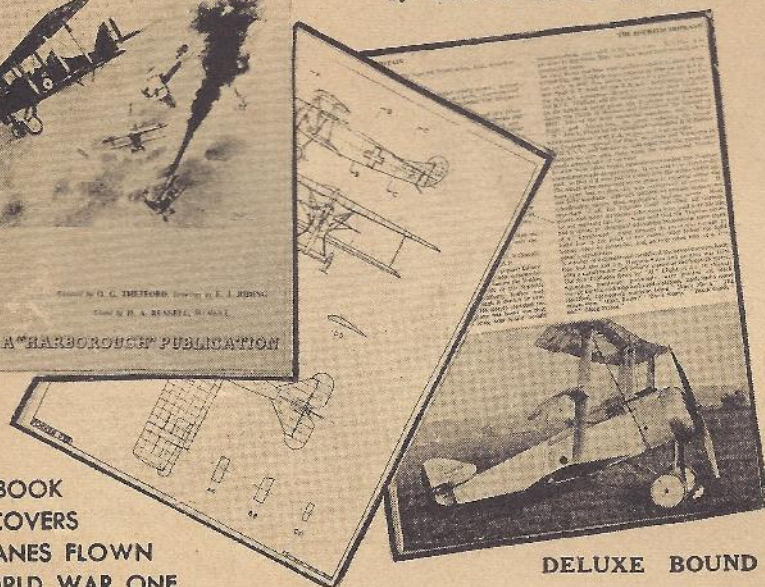
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inch square spruce on this model since it was to be flown and the weight was considered unimportant in relation to flying characteristics.

The windshield struts are 1/32 and .035 wire. The floor is 1/32 inch sheet balsa and the seat is either balsa or post card stock. Control stick is 1/16 brass tubing. The exhaust stack is 3/32 brass tubing with the flange of shim stock brass. The ends of the wing struts have hooks that fit into the 3/16 aluminum tubes in the fuselage and a rubber band pulled through the tube holds the struts in place.

Stabilizer and rudder are exact scale outline in construction and soft iron wire or aluminum can be used for hinges. The yellow rudder numbers are 1/4 inch high, 3/16 inch wide.

Use the same procedure in covering the fuselage with silk only this time use white silk (green if you can find it). Cessna Green mixed with Stinson Green in equal parts is almost leaf green and the two colors make a fine contrast. Again, use only the necessary amount of dope. Stabilizer and rudder are covered in the same manner.

You will notice that for true scale there is no dihedral. I would suggest at least 1/2 inch and possibly 1/4 inch for each wing for good flying.

Make necessary arrangements to start the motor and be able to fill the tank, so that the cowling will not have to be removed each time you fly. Model pins can be used on the cowling and windshield to represent rivets.

Cockpit details are shown on the drawing with the exception of rudder pedals and the safety belt. The safety belt is of two-piece construction. One-half of the belt is attached to the sides of the seat and both passengers utilize the same belt. The rudder pedals are hinged and either one of the set can be folded down and out of the way when not in use. The instruments can be either hand made or cut from other printed commercial plans of various kits. For the opalascant green mix some Silver and Swift White with the Cessna Green to get the proper color for the instrument panel.

The Berkley kit of the Pitts Special has a good drawing of the tail wheel detail—if you want to go to the trouble of building it up.

The model weighed-in at 11 ounces which gives it a fast yet stable glide. I used an Atwood .049 Shriek with a Tornado 6-3 prop. Balance is about 30 per cent of wing chord.

Altair

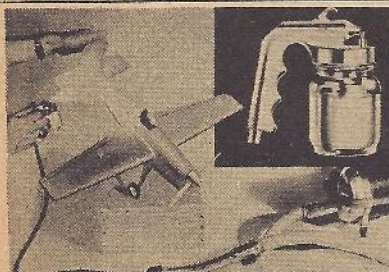
(Continued from page 17)

9% x 1/2 x 1/2". Now, take only your motor mounts and position them in place under the wing and drill four holes with a No. 43 bit. Bolt in place with No. 4-40 bolts, lock nuts, and washers. Glue with Elmers Glue-All the plywood motor mount brace, then cut and sand the balsa fill-in block, 4% x 6/16 x 1-9/16" and cement in place.

Final Assembly: Insert rudder with cement into fuselage slot. Finally, cement wing onto fuselage, applying three layers of gauze top and bottom, as shown on plans.

Painting: Apply silk to top and bottom of wing, then silk both sides of the fuselage. Paint first with three coats of Aero-Gloss clear, then three coats of balsa filler. Finally, paint three coats of any bright color of your choice. The brighter the color, the better the chance of opponents avoiding your plane in flight.

Fuel Tank Procedure: Assemble the pen bladder as shown on plans. Make sure you put between both balloons a mild baby



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